

## SNOW DOWN, COAL UP

New York Suffers the Worst  
Blizzard in Years.

## PRICE OF FUEL IS RAISED

Dealers Prompt to Take Advantage  
of the Situation.

## TRAFFIC ALMOST PARALYZED

Subway Is About the Only Means  
of Getting Up or Down Town.  
Surface Lines Blocked.

Special Dispatch to The Star.

NEW YORK, January 24.—The first snowstorm of the season struck here just after the lights were lighted last night and carried everything before it as though New York had never seen an ambitious blizzard before. Every means of transportation went by the board except the subway, and that speedily became so crowded that those who fought to get in the trains were straightaway fighting to get out again. The surface cars might have had a chance—their wisecracks sent snow plows out early last night—but for the trucks that blocked the way and had to be pushed or pulled to side streets, where they were stuck helplessly until something else came to push or pull them along another stage of their journey.

Weather Man Emery said that nine and a half inches of snow had fallen up to 9 o'clock this morning.

Alongside the car tracks the snow had been piled in artificial drifts by the sweepers, and this, aided by the natural snow banks, made wagon traffic impossible except on the tracks. It was the same way all over the city. All the elaborate plans for taking care of traffic in just such an emergency as this were upset before midnight, and by 7 o'clock this morning they were in almost hopeless confusion.

## Saved by the Subway.

There was only one sure way to go down town in Manhattan, and that was by the subway. The 2d, 3d, 4th and 9th avenue elevated roads were visible on a blizzard schedule. There were three whenever there were any, were loaded to the steps, with men and boys hanging on to the dashboards. But the greatest interruption to traffic was the Brooklyn bridge. There three shuttle trains struggled bravely to carry the stranded Brooklynites who were jammed from the surface cars, and surface lines into the Brooklyn terminal. The passengers adjusted themselves with much readiness to the changed conditions of affairs, and did their best to crowd into one train as many persons as it was impossible before to boot back into two. Out of town transportation lines in every direction, including the ocean, have been unable to deliver their passengers according to schedule, and in some instances they have not delivered them at all. Business men from all over Long Island have been telephoning their regrets to their respective offices because trains were stalled on the Long Island railroad and the Staten Island ferry were blocked. The Staten Island ferry went off of business altogether just before midnight, but this morning the boats are making a feeble and rather inefficient effort to bring people across the bay.

## Coal Prices Go Up.

Several ocean liners are anchored in the vicinity of Sandy Hook, waiting till the pilots can see the piers from their respective bridges.

At 11 a.m. the snow was falling as fast as ever and conditions in the streets were growing worse.

Even the subway was handicapped by the snow, which drifted into the tunnels at various openings in sufficient quantities to interfere with the third rail. For at least half an hour during the heaviest of the morning traffic trains stalled and in darkness from one end of the tube to the other.

Retail coal dealers today advanced the price of the domestic product of 10 cents per ton, the increased price to remain in force until traffic conditions become normal again. It was announced that an increase was made to cover the additional cost of delivery.

Telegrams continue to arrive from all parts of the Atlantic coast telling of the fierceness of the storm and the blocking of railway traffic, but thus far no serious disasters have been reported. So far as this city is concerned, the storm ended shortly after noon.

## Blizzard in Jersey.

CAMDEN, N. J., January 24.—A good-sized blizzard has south Jersey in its grasp, and railroads are suffering greatly. The electric service to Atlantic City is paralyzed. Two trains that left Atlantic City last evening for Camden are stalled, one at Minnetta and another at Camden Landing.

There has been no service on the road today. Steam roads are almost as badly off. All trains are from one to two hours late, and steam trains from the seashore have not arrived.

Telegraphic communication between here and the seashore points has been out of service since last night.

Local truck lines to the suburbs are running irregularly, and delays from detailed cars have been frequent. Not far from here the railroads had a similar experience.

## Shovel Gangs Out.

NEWARK, N. J., January 24.—Snow fell over this city to an average depth of ten inches, seriously interfering with early morning transportation. The Public Service Corporation put out its sweepers and gangs of shovelers almost as soon as the snow began to fall, and the rails have been kept clear.

## Three States Shiver.

PHILADELPHIA, January 24.—Pennsylvania, New Jersey and Delaware are today in the grasp of real winter weather. Snow, which began falling in these states yesterday afternoon, has reached a depth of six inches, and the prospects are that the storm will continue until this evening. A moderate high wind prevails, and the snow is badly drifted in the country. The storm is worst in New Jersey, where railroad traffic is badly crippled, especially in Southern New Jersey. Pennsylvania and Delaware some trains are late, but as a whole the railroad service has not been interfered with to any serious extent. In this city there were the usual scenes witnessed on a stormy winter morning—

## New England Storm-Swept.

BOSTON, January 24.—Southeastern New England is today experiencing a northeast snowstorm which began last night and which was still much in evidence at dawn. It was the first snow of any amount that has fallen in this section since December 14. The thermometer dropped 15 degrees in the course of the night and the wind blew 30 to 60 miles an hour.

The storm delayed railroad and street car traffic up to 12 a.m. and no shipping accidents had been reported.

New Haven reports a fall of seven inches of snow and a high northeasterly wind. At New Britain, a foot of snow had fallen by 10 o'clock and no sign of cessation. The wind at New Britain's reef blew sixty to seventy miles an hour. The steamer Providence of the Fall River line, due at 2:30 a.m., had not been heard from at New Britain up to 10 o'clock, but was believed to have put in at some sound port for shelter.

## Heavy Gale on the Coast.

SPECIAL DISPATCH TO THE STAR.

NORFOLK, Va., January 24.—With the temperature down to 22 degrees and the wind blowing at a maximum velocity of forty miles an hour at Cape Henry and forty-eight miles an hour at Cape Hatteras, the Virginia and North Carolina coasts were today swept by a gale only second in severity during the present winter to some three weeks ago, when the wind reached a velocity of seventy miles an hour at Cape Henry and seventy-five miles an hour at Cape Hatteras. A blinding snowstorm on the coast accompanied the gale and drove craft at sea off rather than on shore. Sailing and other vessels caught in the teeth of the storm suffered to a greater extent. No report has been made yet of any wrecks.

The temperature dropped last night from 33 degrees to 22, and the predictions are that the thermometer will drop to 18 degrees at Norfolk tonight. While the wind during the storm earlier in January was much more severe than that of today, the present storm is by far the severest winter weather of the present season.

## Twelve Below at Pittsburgh.

PITTSBURGH, January 24.—The lowest temperature so far this winter, 12 degrees above zero, was registered here today. Snow is falling and traffic retarded.

## HAITIAN REVOLUTION.

Consular Agent Miot Is Summarily Dismissed.

PORT AU PRINCE, Haiti, January 24.—The revolutionists have taken possession of the town of Port-au-Prince, thirty-five miles west of Cape Haiti.

An English and a French cruiser are expected on the coast shortly. They will protect the British and French interests.

Charles Miot, the American consular agent at St. Marc, has been removed from office by the American legation because of his complicity with the rebels. Miot is a Haitian.

## MISSING PASSENGERS LANDED.

Tug With Amsterdam Collision Victims Reaches Port.

ROTTERDAM, January 24.—The tug Gouwzee entered the harbor this morning with the twenty-five missing passengers of the steamship Amsterdam, which was in collision with the Axminster on Tuesday night last.

At the time of the collision the Amsterdam was coming from Harwich with fifty-six passengers on board. Most of the passengers were rescued, but a few were killed or seriously injured. The one reported today was evidently picked up by the tug.

## SENATE DISTRICT COMMITTEE.

Business Transacted at a Brief Meeting Today.

At a brief meeting this morning of the Senate committee on the District of Columbia, it was agreed to report favorably a bill introduced by Senator Burrows authorizing the extension of Meridian place northwest in a curved line instead of a straight line, as provided for in a previous act, and allowing the Commissioners discretion in deciding upon the exact line of the extension. This change has been requested by the Commissioners of the District because, should the street be extended in a straight line, it will be necessary to demolish certain valuable improvements.

A bill to authorize and require the Philadelphia, Baltimore and Washington Railroad Company to maintain and operate a trunk connection with the United States navy yard in this city was referred to a subcommittee, consisting of Senators Carter and Paynter, who will confer with the committee on the subject.

Senator Gallinger, chairman of the committee, announced the following standing subcommittees for this session of Congress: Judiciary—Dillingham, chairman; Gamble, Long, White, Paynter.

Public utilities—Long, chairman; Gallinger, Hansbrough, Carter, Martin, White, Paynter.

Education and labor—Burkett, chairman; Scott, Carter, Martin, Johnson.

Excise and liquor legislation—Hansbrough, chairman; Dillingham, Long, Newlands, Johnson.

Police and fire departments—Scott, chairman; Hansbrough, White.

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## FIRE COST A MILLION

City Hall of Portland, Me., Wholly Destroyed.

CAUSED BY CROSSED WIRES

Loss Does Not Include Valuable Library and Papers.

FIRE CHIEF IS BADLY INJURED

Considered Remarkable That No Body Was Killed—Previous Big Fire in 1866.

PORTLAND, Maine, January 24.—A fire which caused a property damage of \$1,000,000 early today destroyed the city hall and police buildings, and endangered the lives of more than 700 persons. Although known as city hall, the building was divided between city and county offices, while the police building sheltered the supreme, judicial and municipal courts in addition to the police department.

The fire was the worst in the state since the great Portland conflagration of 1866, when the city's business and residential sections were almost completely wiped out.

That there were no fatalities is remarkable, as there were more than 700 persons attending the Western Maine Knights of Pythias jubilee gathered in the auditorium of the city hall when the flames were discovered. Only a few persons were hurt, Chief Engineer Melville Eldridge being the only one known to be seriously injured, and he was able to direct the fight against the flames throughout, being supported by two assistants.

Crossed Wires to Blame.

The financial loss is estimated at \$1,000,000, but this sum will not cover the loss of the papers and documents in the registers of deeds, where everything was destroyed, and the loss of the city's valuable libraries in the state, the Greenleaf law collection, was completely destroyed, with a loss estimated at \$100,000.

The blaze originated in the city electrician's office and was caused by crossed wires, and this made it impossible to ring the bell for the fire department in any of the boxes.

Five Firefighters Handicapped.

The fire was discovered by a newspaper man on his way home, who noticed a red glare as of hissing wires in the city electrician's office. He tried to pull an alarm from a nearby box stationed outside a fire station. The signal rang the station alarm and brought the firemen from the city hall, but they and a few others who were summoned by telephone constituted the whole fire-fighting force for half an hour, during which time the flames gained such headway as to become uncontrollable.

When Chief Engineer Eldridge arrived on the scene he gave up all hope of saving the building and confined the efforts of the department to protecting surrounding property.

When the flames were discovered William A. Turner, chairman of the meeting of the Pythian body, was met in the hallway by three men who acquainted him with the condition of affairs. Coolly he entered the auditorium and ascended the stage, interrupting the rites. Invective which were going on at the time, he calmly told the assembled members of the existing conditions and thus averted a panic, bringing out more than 500 persons uninjured. Earlier in the evening there had been more than 1,500 persons in the auditorium for the jubilee exercises, and had the fire occurred then, packed as the hall was, many lives might have been lost.

Other Big Fire.

Chief Engineer Eldridge sustained his injuries by the breaking away of a massive coupling of hose, which hit him in the stomach.

When the flames communicated to the

## OLD RELIABLE.

police building where the city jail is located, the prisoners were set free. These prisoners had been arrested for only minor offenses. The building, which was a five-story structure of brick, burned up and down from the third floor, as did the fire in the city hall.

Aid was summoned from Bath, Biddeford, Saco and Lewiston, but the latter was the only city to get its apparatus in time to help fight the flames.

The city hall survived the great fire of 1866, although it was badly gutted at that time. It was first opened in 1859. The building had a frontage of 150 feet, and was 100 feet long. Its central dome rose 150 feet above the roof. The building was constructed of colored Nova Scotia granite and contained eighty rooms.

BRYAN TO BE HERE

WILL CONSULT WITH DEMOCRATIC LEADERS ON POLITICS.

Important conferences of democratic national politics will be held in this city within the next forty-eight hours. Mr. William Jennings Bryan will be in town tomorrow, and democratic leaders in both branches of Congress will meet him and talk over the presidential outlook.

It is said that some democrats from the outside, including William F. Sheehan of New York, ex-Senator Smith of Indiana, are also coming to Washington to take part in the conference. The object of the confab is said to be the discussion with Mr. Bryan over his candidacy. Some prominent democrats urged him to take a neutral position at the coming national convention, if, indeed, he does not deem it wise in the meantime to yield to some other candidate.

Gov. Johnson of Minnesota is being strongly urged for the nomination on account of his strength with the foreign vote in the republican states of Minnesota, the Dakotas, Wisconsin and Illinois, together with other western states.

Friends of Mr. Bryan said today that Mr. Bryan will not allow his candidacy to menace the prospects of the democratic party in a campaign which might promise a fighting chance for victory, but that Mr. Bryan will take into consideration and very carefully scrutinize the sources from which emanate advice of his withdrawal. In other words, he will not listen to such a suggestion from men who are allied with the old voters of the party who left to go with the gold-standard faction, but that he will not refuse to talk politics with democrats who have been democrats all along.

## ARREST OF GIORDANI.

Has Broken Backbone of Revolutionist Plots in Haiti.

The backbone of revolutionist plots in Haiti and Santo Domingo has possibly been broken by the arrest of J. M. Giordani, a Corsican counterfeiter and friend of rebels, in New York. It was known until today how significant the arrest of Giordani was. The arrest was made last Monday in New York, but developments since that time have shown that he is one of the prime factors in revolutions that have taken place not only in Haiti, but in Santo Domingo. He is the friend of rebel leaders in both of these West India republics, and he has for several years been the chief representative in the United States of the revolutionists Firmin and Jimenez.

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## BALTIMORE BLAZED UP

Another Fire Outbreak Makes the City Anxious.

THREE FIREMEN KILLED

Sixteen Injured and the Money Loss Is About \$100,000.

BAD WEATHER CONDITIONS

Wind Threatens to Spread Flames, But They Are Ultimately Confined—Neighborhood Terrified.

SPECIAL DISPATCH TO THE STAR.

BALTIMORE, Md., January 24.—A half-million dollar fire, in which three firemen were killed, two seriously injured, including Fire Chief George W. Horton, who will likely die, and more than a score of firemen received minor hurts, started at 12:02 this morning and continued with great fury until about 6 o'clock. Four buildings at Holliday and Saratoga streets were burned.

The fire is supposed to have been caused by an electric spark. The damage will amount to more than \$100,000. The city hall annex was seriously damaged, as were many of the valuable charts, maps and papers in the health department.

The first man to be taken out of the ruins was Chief Horton, and he was hurried to the City Hospital. The men of No. 3 truck company and No. 4 engine company were at work at the place where the wall fell, and the dead and injured are mainly from these two companies.

Dead and Injured.

The dead are:

Lieut. Fred Harman, No. 3 engine company.

William B. Pugh, No. 3 engine company.

Charles Freiman, fireman.

The injured are: Chief George W. Horton, serious laceration of the scalp, possible internal injuries, condition serious; Lieut. Joseph Heiner, aid to Chief Horton, badly injured about head neck fractured; Charles Hesse, No. 6 company, foot and leg hurt; James L. Baroch, No. 3, right leg hurt; John Doering, No. 4, nose hurt, back injured; Capt. August Schlimm, No. 3, right arm fractured; George W. Haskell, No. 1, right arm broken; John Downey, No. 4, scalp lacerated, shoulder sprained; F. M. Schilling, No. 4, scalp wounds; William Devine, No. 6, bruised head, foot and shoulder; John Lund, No. 3, both ankles sprained, broken fingers; J. H. Weineknecht, No. 4, broken nose, lacerated scalp and hands; F. H. Heiner, No. 3, fractured skull and broken nose; Lieut. George McNeill, No. 1, right leg broken, arm sprained; Harry Myers, No. 4, probably internally injured; J. T. McDermott, No. 3, body badly bruised. Five firemen of No. 23 company were hurt, but one of them seriously, by being hurled from a horse cart in a collision at Fayette street and Park avenue—Frank J. Davis, thirty-eight years old, No. 23, 1015 Harlem avenue, concussion of brain will recover; William Weber, thirty-four years old, No. 23, 208 Pearl street, suffered a wrenched knee cap; Joseph S. Welsh, thirty-four years old, No. 23, 707 West Lafayette avenue, had his left knee wrenched and head cut; Charles L. Sauer, twenty-six years old, No. 23, 2123 Vine street, leg badly bruised; Charles J. Miller, twenty-three years old, No. 23, 1743 North Milton avenue, legs cut and bruised.

The buildings damaged were: The Register building, Holliday and Saratoga streets; E. B. Read Company, lithographers, adjoining Register building; Flynn

## Disaster Was Swift.

The blaze started on the third floor of the building on the southeast corner of Holliday and Saratoga streets, occupied by the J. Register Sons Company, plumbers' supplies. Other occupants of the building were the Baltimore Bell and Brass Company, and the Wm. L. Hollingsworth Company, machinists. Upon these three the heaviest losses fell. The fire had apparently been burning some time before it was discovered. The first alarm was quickly followed by a general alarm, which brought most of the fire apparatus in the city to the scene. A strong wind from the northwest and a very low temperature made the work of fighting the fire more than ordinarily difficult, and the flames spread very rapidly.

In an incredibly short time after the blaze broke out of the windows on the Saratoga street side of the Register building, and without the slightest warning, a large section of the north wall of the building fell. It was this that scattered death and injuries among the firemen, who were working close to the building. The rain of debris also put out of commission an extension ladder truck, upon which some of the men had been working. Saratoga street at this point narrows sharply. A fraction of a minute before the wall fell a horse burst, sending a number of policemen and reporters scurrying east on Saratoga street. But for this, a number of them would almost certainly have been injured by the flying bricks.

Feared It Would Spread.

For a time it seemed that the fire would sweep diagonally through the block to Gay street, and a number of people living on that thoroughfare moved their efforts. Changes in the wind, however, helped the firemen and enabled them to confine the damage, in addition to that already mentioned, to the plants of the E. B. Read & Sons Co., printers, and the Flynn & Emrich Co., machinists, located in a five-story building on Saratoga street in the rear of the Register building; the Leonard Wagon Company, Saratoga street, opposite the Register building; the fire originated; the old city hall building, and the Zion School building. In the old city hall building were valuable maps and records of the water, topographical and other city departments. These were removed to a place of safety under the direction of Mayor Mahool.

When the wall of the Register building fell members of the fire department and policemen utterly disregarded the fact that the building was a five-story structure, and seemed about to topple into Saratoga street, and worked frantically to rescue their injured comrades and recover the contents of the building, which were mutilated and the former were in some instances almost stripped of their clothing.

Chief Horton Better.

Later in the day the condition of Chief Horton was reported better. It was said that he was not as seriously hurt as at first feared. The physician in charge of his case said he believed the chief would be out in a few days. It is not expected that any of the injured men will die. The two most seriously hurt received the attention of the fire department's ambulance, and were taken to the hospital.

Losses of the fire amounted to the aggregate loss to about \$100,000, covered by insurance. The heaviest individual loss falls upon the J. Register Sons Company. It was placed at \$60,000; insured

LOPEZ'S DARING ESCAPE.

Echo of the Recent Conspiracy at Lisbon.

LONDON, January 24.—A dispatch has been received here from Lisbon saying that Dr. Farman Lopez, who was connected with the recent conspiracy to blow up Premier Franco with a bomb, made a daring escape today from the San Jago prison, a strong fortress at the mouth of the Tagus river.

Because of the high social position of Dr. Lopez permission was given a party of his friends to visit him in prison. This party went to the fortress in a motor car. As the automobile drew up in front of the prison a terrific explosion was heard. The commander of the prison after a brief investigation ordered that the party be detained and guards were placed around the fortress.

The explanation of the explosion could not be given. It was supposed to have been caused by the explosion of a bomb, but the explanation of the explosion could not be given.

The visitors were then allowed to depart in their motor cars. It was later learned that during the confusion following the explosion some one had tossed keys to Dr. Lopez through the grating of the window of his cell. With these he unlocked the door and joined his friends. He is supposed to have gone away in the motor car disguised with heavy rimmed motor glasses and a big coat.

The entire staff of the fortress, including the commander, has been arrested on suspicion of assisting the escape. A reward has been offered for the recapture of Dr. Lopez.

LISBON, January 24.—The transmission of the following dispatch was permitted by the authorities after due censorship: Lisbon is filled today with disturbing rumors, but there have been no new developments in the abortive attempt of two nights ago to overthrow the monarchy and proclaim Portugal a republic.

The rumors have visited all the newspaper offices in Lisbon and forbidden the publication of anything concerning the men arrested yesterday and the day before. The prisoners are incarcerated in the fortress of San Julia and are not permitted to communicate with their friends. Senior Machado, Senator Bacia and Antonio Almeida, republican leaders, have not been taken into custody.

PETITION FOR AN INSTITUTION

"Prexies" Favor Creation of National University in This City.

CHICAGO, January 24.—Presidents of state universities of the United States closed their convention here last night after adopting a resolution petitioning Congress for the creation of a national university at Washington, D. C., for the schooling of postgraduates.

The standardizing of state universities was advocated, as also was the creating of experiment engineering stations, which is covered by bills now before the Sixtieth Congress.

At an executive session of the conference Dr. Henry S. Pritchett, president of the Carnegie Foundation for the advancement of teaching, made an address in which he strongly asserted that it was unwise for private agencies to undertake to assist thirty or forty states in maintaining higher institutions of learning.

Taft Going to Orange, N. J.

Secretary Taft left the cabinet meeting early today to take the 12:30 train for East Orange, N. J., where he is to deliver an address tonight before the Yale Alumni Association of that state.

## RECORD OF TRAGEDY

Two Suicides and One Accidental Death in the List.

ANOTHER MAY END FATALITY

Mrs. Daisy Wagner Shoots Herself While on Public Road.

FOUND COVERED WITH SNOW

Mrs. Georgianna Harley Employs Illuminating Gas in Agency of Death—Fall to Pavement.

Two suicides, an accidental and probably fatal case of poisoning and a death precipitated by a fall on the icy pavements constituted today's record of tragedy in the National capital. Both suicides and the sudden death were those of women, while the victim of a jet, it is believed unintentionally, left flowing from a jet, was a young ironworker from Pennsylvania. Motive there must have been behind each of the cases of self-murder, but the tangled skeins of judgment-warping events have not yet been unraveled.

Probably the most inexplicable of the two suicides was that of Mrs. Daisy Wagner, wife of H. G. Wagner, a local dealer in photographers' supplies.

Young, beautiful and apparently farthest removed from that condition of mind which would cause a woman, naturally retiring and modest, to plan death so that her remains might be left to the morbidly curious gaze of whosever chance to pass Mrs. Wagner's body was found soon after dawn this morning at the public entrance to the Zoological Garden, 18th and Irving streets. The storm king whose rule was undisputed last night, provided one of nature's winding sheets, a blanket of snow, and the body was found frozen.

Revolver Agency of Death.

A bullet hole behind one ear and a revolver clutched tightly in her hand, a hand indicated the agency of death. An apparently well-authenticated rumor imputed a threat of self-destruction to the young woman's husband in case his wife committed suicide, and friends, hurrying to his side immediately after the news of the finding of Mrs. Wagner's body, were just in time to prevent him from leaping through one of the five-story windows of an apartment house.

In the other case of suicide Mrs. Georgianna Harley, keeper of a boarding house at 513 9th street, was found in an affectionate farewell last evening. This morning she was found in bed in a dazed condition, and a revolver was found in her hand, which was tightly wedged between her teeth.

Miss Jolanda Sullivan, an employee in the government printing office, slipped and fell on the icy pavement at the corner of 1st and H streets, and died soon afterward of an attack of heart disease, superinduced by the shock.

Thomas Rowe, who was employed as an iron worker in connection with the construction of the new Washington bridge, was found in his room overcome by gas which was escaping from a partly open jet. He is in the Emergency Hospital in a critical condition.

Body Covered With Snow.

Cold in death and covered with snow, the body of Mrs. Daisy M. Wagner, wife of Howard G. Wagner, who conducted a photographic supply establishment at 10th and F streets until recently, was found in the roadway near 18th and Irving streets this morning about 7 o'clock. Clutched in her right hand was a revolver, a bullet wound in the head over the right ear making it apparent that the woman had committed suicide.

"I understand that her husband said he would commit suicide if he learned that his wife had killed herself," a friend of the photographer told the police shortly after the body was found, "and I hope you will find him before he has a chance to kill himself."

Mr. Wagner was located shortly thereafter and when told of the death of his wife he made an effort to jump from a fifth story window of the Kenesaw apartment house, 16th and Irving streets, but was prevented by the police. Mr. and Mrs. Gratz Charles Helm, Mr. Helm and Mr. Clinefelter caught him, however.

"I wish I were dead," Mr. Wagner moaned.

Coroner Issues Certificate.

The body of Mrs. Wagner was removed to the tenth precinct police station, and later to an undertaking establishment. The coroner, upon the request of the police, stopped at the residence of the woman, 10th and F streets, to permit the official to make an examination, hear the result of the police investigation and give a certificate showing that death resulted from a self-inflicted